

**FINAL MEETING SUMMARY**  
**ROOSEVELT PARKING WORKGROUP**  
**MAY 2, 2005**  
**CALVARY CHRISTIAN ASSEMBLY**  
**6:00 – 7:30 PM**

**ATTENDEES**

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Tad Bigelow, resident  
Michele DeAnda, Whole Foods  
Larry Johnson, The Johnson Partnership  
Lani Johnson, The Johnson Partnership  
Laura Larson, Republic Parking NW  
Mike McKinney, resident  
John Meek, Republic Parking NW  
Lynda Prine, Starbucks employee

Jim O'Halloran, President, Roosevelt  
Neighborhood Association  
Paul Weisner, resident  
Randy Wiger, Seattle Department of  
Transportation  
  
Notes prepared by Randy Wiger

**ACTION ITEMS**

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- SDOT staff will work to determine the appropriate contact person at Qwest for the community to explore the possible use of their lot on the southeast corner of 12th Avenue NE and NE 64th St.
- SDOT staff and the RPZ Manager will discuss the idea of replacing the angle parking that is on one side of the street on NE 66th St and NE 68th St by the high school with parallel parking on both sides. Then the side of each of these streets adjacent to residential could have an RPZ installed.

**PARKING IN THE BUSINESS DISTRICT**

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This second Roosevelt Parking Workgroup meeting focused on **customer**, **business**, and **employee parking**, and **paid parking** (pay stations and meters) - (please see the Roosevelt Parking Matrix document for specific agenda items).

The meeting started with Randy giving an overview and summary from the last meeting and emphasized that tonight's meeting was to focus on parking issues in the business district of Roosevelt. One of the attendees remarked that employee and employer participation in evening meetings such as this is difficult for them because it is a difficult time (at 6:00 pm - 7:30 pm). Randy indicated that typically the managers and/or owners of area businesses attend rather than the employees, and that usually managers often work a more typical 8:00 am - 5:00 pm shift. Having a meeting time at 6:00 pm is often a good compromise between the time business managers or owners often end their shift (and want to head home) and the time residents might be able to make it home from work in time to attend. Different time slots were discussed to include more participation from businesses, but no conclusions were reached.

Randy commented that virtually all of the businesses (approx. 100) in the core Roosevelt area (along Roosevelt Way NE from NE 62nd to NE 72nd St, and along NE 65th St and 12th Avenue

NE) received the flyer advertising all three of the parking workgroup meetings (including tonight's) and that, other than the business representatives who have been participating all along, he has received no phone calls, e-mails, or other contacts from any of the businesses that received the flyer. Usually if a business has concerns about parking issues, then once they receive a flyer with contact information, then he gets calls or e-mails (usually about problems) whether or not representatives from businesses attend the meetings. Since he has received no calls or e-mails, then it may be that parking is working reasonably well for many of the businesses in the Roosevelt area, or that there is no specific problem that significantly impacts an individual business (such as a parking problem occurring immediately next to the business).

John Meek (of Republic Parking NW) comments that there are three questions to look at regarding parking:

- Is there an adequate supply of parking?
- Is the parking free?
- Is the parking safe?

He also comments that people often do not want to pay for parking, even if there are open spaces available at a paid lot. People will not pay because they want free parking. (NOTE: Roosevelt Square uses Republic NW to manage their lot, even though their lot is free to customers of Roosevelt Square businesses.)

Concern was expressed that 1- and 2-hour time limits in the business district is not long enough for many shoppers who may want to come and have a meal and then shop at multiple stores. Randy commented that while this is true, it is very challenging for Parking Enforcement staff to be effective with 4-hour time limits. The result is that that 4-hour time limits are either essentially not enforceable or else are very expensive in terms of labor to enforce.

Randy presented that there are specific parking users that use or attracted to each type of parking supply:

1. Long-term Parking (Unrestricted Parking) with no time limits:
  - Residents
  - Employees (of businesses or school)
  - Students (high school or UW)
  - Commuters
  - Businesses needing on-street car storage (though this practice is illegal)
  - Some customers (who need more than 2-hours)
2. Time Limited Parking (Restricted Parking) with 1- or 2-hour time limits:
  - Customers
  - Employees (who move there car every 2-hours, etc.)
  - Students (who move there car every 2-hours, etc.)
  - Businesses needing on-street car storage (who move there car every 2-hours, etc., though this practice is illegal)

3. Paid Parking (meters or pay stations) with 2-hour limits:
  - Customers
4. RPZ (that has different regulations for different users: unrestricted for residents needing long-term parking and 2-hour time limits for everyone else):
  - Customers
5. Off-Street Parking (this may also be available for any of these user groups)

Randy said the goal is to do the best job possible of balancing between these needs so that you have the right type of parking in the right location for the right users.

Randy commented that Roosevelt is a destination business area with things such as the high-end audio stores, Whole Foods, and holistic health clinics and practitioners, etc. This suggests that a lot of the customers are not within walking distance and most likely drive when they shop here. He asked if anyone at the meeting was hearing from Roosevelt businesses that they were losing customers because shoppers have a hard time finding parking? The general answer is no, no one here is hearing this kind of comment from businesses in the area. This may be indicative that, generally speaking, there is not a severe parking shortage in Roosevelt (for the business corridor).

Michele (Whole Foods) commented that her customers do inform the company if parking is not available. Now that the Bellevue store is open perhaps this will alleviate some of the demand at the Roosevelt Whole Foods. Attendees asked if Whole Foods has done a survey on how customers and employees get there? Yes, Whole Foods does occasionally survey customers for this kind of information. Someone mentions that Whole Foods has a security person on Sundays that monitors the traffic and parking around their store and lot (across from the store on the south side of NE 64th St). Lynda (Starbucks) comments that most of their customers are residents and walk. Attendees of tonight's meeting indicated that they usually walk to the local stores rather than drive.

Randy asked what is parking like on a typical Sunday here? People responded that there are many Church attendees on Sunday, but that parking seems okay, because the meters are not in effect on Sundays, not all stores are open on Sundays, and the more office-type businesses are also not open.

Randy commented that the meters in Roosevelt will be replaced with pay stations in 2006. He said that as part of the installation process, adjacent streets may also be evaluated for having paid parking (pay stations) added, but there needs to be reasonable demand to install pay stations in a new area or block.

#### **EMPLOYEE PARKING**

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The next topic was regarding parking at Roosevelt Square. There are no designated employee parking spaces at the Square, and employees are not allowed to park on-site. Comments were made that there are roughly 5 - 6 employees at Starbucks, 60 employees at Whole Foods and

Bartells, and many more at Blockbuster. Similar to students from the nearby high school (when it is in session), these employees often park in nearby RPZ spaces and move their cars every 2 hours. Sometimes employees need to drive to work because of various errands in a given day, such as childcare, etc.

Starbucks employees often park along 12th Avenue NE south of NE 65th St., because when they park north of NE 65th St. their cars are sometimes vandalized (presumably when the high school is in session, and also by residents of some properties in the area).

An attendee asked if employees can be allowed to park at an RPZ space during the daytime when the residents do not park there - this would seem to be a good complementary use of the same spaces. Randy clarified that the city's RPZ ordinance does not allow this option: only residents are eligible for RPZ permits. However, the city will be conducting a periodic review of the RPZ ordinance in the next year, and this idea along with others is on the list of items to look at in the review process.

Someone suggests offering reduced Metro fare for employees for something like .25 cents so they can park elsewhere and ride the bus to work: is this possible? Someone commented that this idea would shift the parking problems elsewhere. Lynda shared that Starbucks employees have odd work hours (such as 5 a.m. to 11 p.m. for example), and that buses do not always run at the right times to be convenient. Another comment is that because people have busy schedules, they need to drive their own cars and cannot always rely on Metro's schedule.

People expressed that parking for employees will probably get worse over time and that off-street lots will need to be used. However an organization (such as a Chamber or Merchants Association) needs to be in place to help with managing employee's use of off-street lots. Some discussion occurred about whether the Christian Calvary Temple could be engaged in an arrangement to provide some employee parking. Comments were made that the church has an active daycare and sizable number of employees (as well as providing some supplemental Park and Ride spaces), and such an arrangement may not be feasible.

Another issue that came up is that church property is exempt from property taxes, but when they lease or rent some of their parking lot for commercial uses (like employee parking or public parking), they have to pay taxes on it (but this would need to be figured into the rates that are charged for the parking). But this is not true if it is a public agency that uses the spaces (like Metro's using the spaces for the Park and Ride). (NOTE: these statements should be researched.)

#### **LOT-SHARING, ZONING AND STATION AREA OVERLAY**

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An attendee brought up the Qwest lot, located on the southeast corner of 12th Avenue NE and NE 64th St, is empty much of the time (this lot has around 30 spaces). Employees have wondered if they might be able to park there. Randy will work to contact Qwest and determine who is the appropriate person for the community to raise this issue with. An attendee comments that Flexcar and company cars may be an option for use by employees.

Some people observe that the southeastern side of the QFC lot is used by employees for parking. Some discussion occurs around the possibility of using some of the QFC for parking for employees of other area businesses. The QFC site may be selected as a Sound Transit station, but (they think) QFC's lease expires in 2010, so there is a period of time that the lot may be vacant between when the QFC closes and construction starts. This may provide an opportunity for using the lot for employee parking.

A question was raised about zoning in the area and Station Area Overlays, which prohibit auto-oriented businesses. If there is an Overlay in place (usually has a ¼ mile radius around the station location) this may prohibit lots such as the QFC lot from being used in the interim as an employee parking lot. No, Roosevelt has not had a Station Area Overlay approved like many other Sound Transit stations because a final location for the station had not been selected. Existing auto-oriented uses (such as parking lots and car washes) have been grandfathered in when a Station Area Overlay is approved.

Another issue was raised about whether zoning/re-zoning for the Monorail Green Line has been proposed? Randy says that is unsure, but knows that monorail station planning efforts are underway, and that it would be reasonable for proposals for re-zoning around the monorail stations to be considered at some point.

Randy clarified that there is a plan to address expected parking impacts around light rail stations. In the year before a light rail station opens, Sound Transit will conduct a parking study to document the existing conditions. Sound Transit and SDOT will work to install an RPZ around a station before it opens, and also will work to insure parking for adjacent business districts is protected from potential "hide and ride" parking. SDOT will monitor the RPZ and the area (as SDOT does with all RPZs), and adjust it if and as necessary.

#### **PARKING AND ROOSEVELT HIGH SCHOOL**

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Attendees asked if there is any agreement between SDOT and Seattle Schools to not allow RPZs to be installed around schools. Randy said no, there is no agreement such as that. However, generally speaking, the City can only install RPZs on blocks, or parts of a block, that are adjacent to residential land uses (houses, apartments, condos, etc.). So an RPZ cannot be put on blocks that have anything other than residential, and this includes schools.

An idea was raised about the possibility of replacing the angle parking that is on one side of the street on NE 66th St and NE 68th St by the high school with parallel parking on both sides. Then the side of each of these streets adjacent to residential could have an RPZ installed. Randy said he will discuss this with the SDOT RPZ Program Manager Julie Erickson.

[Note: in the days following the meeting SDOT staff received several e-mails from residents on this block of NE 68th who were strongly opposed to this idea.]

Some further discussion on the topic of the high school and RPZs took place, but since the next workgroup meeting is set to focus on this topic, the group moved on to other topics.

### **ADDITIONAL ISSUES**

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The following issues were touched on:

- a) Some interest in re-examining the RPZ boundary, and possibly extending it to 20th Ave NE (currently it includes up to 17th Ave NE).
- b) Under-utilized parking in the neighborhood should be explored (like the Qwest lot at 12th Ave NE and NE 64th St). Some comments that there is not that much off-street public parking, only the Diamond lot on NE 62nd.
- d) Better enforcement of the peak period restrictions on Roosevelt and 12th Ave are needed.
- e) On 15<sup>th</sup> Ave NE, employees would like to utilize this under-utilized parking area.

### **NEXT MEETING**

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The workgroup will meet again on Monday, May 16. Topics will include Roosevelt High School impacts and RPZ (Zone 19).

**Meeting Adjourned**

**Parking in Roosevelt  
Agenda for May 2, 2005 Meeting**

**Customer, business, and employee  
parking, and paid parking (pay stations  
and meters)**

**Employee Parking**

*Problems:*

- Lack of adequate CD employee parking
- Roosevelt Square employees not allowed to park on-site

*Opportunities:*

- Provide long-term parking for employees
- Pursue lot-sharing opportunities, especially to improve parking management at peak use times.
- Calvary Christian Assembly parking lot is under-utilized: could a lot-sharing arrangement be developed? (Note: the lot is used M-F to supplement the existing Park and Ride Lot under I-5).
- Could the Qwest lot could be utilized for lot-sharing (bounded by 12th Ave NE, NE 64th St, and Brooklyn Ave NE).
- Could spaces in apartment buildings not used by tenants be rented to park either employee vehicles or business vehicles?

**Customer Parking & On-Street Regulations**

*Problems:*

- Peak Period parking restrictions impact parking availability.

*Opportunities:*

- Increase blocks with paid parking (clarify: is this to increase turnover and/or provide more short-term parking for customers, or does this address another concern?)

**Alternate Travel Modes (Biking, Busing, Walking)**

*Problems:*

- Pedestrian safety needs to be improved.
- Pedestrians cross NE 65th all over instead of only using crosswalks.
- Roosevelt Square upstairs parking is dangerous for pedestrians.
- \*Bicycle lanes/paths are disconnected and need to be improved.

*Opportunities:*

- Raise awareness of options available to parking users.
- Could more Flexcars be located in the neighborhood (currently there are 2, and then 2 more in nearby Cowan Park area)?
- Improve the functioning of this area as a transit hub (no specific suggestions were listed).

*Note: In Roosevelt, Pay Stations will replace parking meters in 2006.*